

WHAT IS CLAIMED IS:

1. A vehicle wheel suspension comprising:

a strut mounted at the upper end thereof on a vehicle body for supporting a wheel;

a lower seat fixed to said strut;

an upper seat mounted on said vehicle body; and

a helical compression spring mounted between said lower seat and said upper seat, with said strut enclosed in said spring, said spring having a coil axis substantially curved at a predetermined radius of curvature in an unloaded state of said spring,

wherein <sup>at least one of</sup> said lower seat is tilted at a first predetermined angle in such a direction that the longitudinal length of said spring at the outside of said vehicle body is shortened when said spring is mounted between said upper seat and said lower seat, <sup>and</sup> and/or said upper seat is tilted at a second predetermined angle in such a direction that the longitudinal length of said spring at the inside of said vehicle body is shortened when said spring is mounted between said upper seat and said lower seat,

and wherein said spring is held in such a state that the coil axis of said spring is curved to extend outside of said vehicle body.

2. The vehicle wheel suspension of claim 1, wherein said helical compression spring has a lower end coil and an upper end coil, at least one of which has an end plane of a

deformed configuration and a pitch of approximately zero, and wherein one of said lower seat and said upper seat includes a portion for holding at least a part of periphery of one of said end plane.

3. The vehicle wheel suspension of claim 2, wherein said lower end plane of said helical compression spring is formed in an oval configuration, and wherein said lower seat has holding portions to be fitted with opposite peripheral portions on the major axis of said lower end plane of said spring.

4. The vehicle wheel suspension of claim 3, wherein said holding portions are peripheral walls elevated from the periphery of said lower seat.

5. The vehicle wheel suspension of claim 1, wherein the coil axis of said spring is substantially curved in accordance with at least two radiuses of curvature in the unloaded state of said spring.

6. The vehicle wheel suspension of claim 1, wherein the coil axis of said spring comprises a plurality of rectilinear lines connected to be substantially curved at the predetermined radius of curvature in the unloaded state of said spring.

7. A vehicle wheel suspension comprising:  
a strut mounted at the upper end thereof on a vehicle body for supporting a wheel;  
a lower seat fixed to said strut;  
an upper seat mounted on said vehicle body; and

a helical compression spring mounted between said lower seat and said upper seat, with said strut enclosed in said spring, said spring having a coil axis substantially curved at a predetermined radius of curvature in an unloaded state of said spring, and said spring being arranged in such a state that the coil axis of said spring is offset to said strut,

B C wherein <sup>at least one</sup> ~~said~~ lower seat is tilted at the first predetermined angle in such a direction that the longitudinal length of said spring at the outside of said vehicle body toward the offset direction is shortened when said spring is mounted between said upper seat and said lower seat, <sup>and</sup> ~~and/or~~ said upper seat is tilted at the second predetermined angle in such a direction that the longitudinal length of said spring at the inside of said vehicle body against the offset direction is shortened when said spring is mounted between said upper seat and said lower seat,

and wherein said spring is held in such a state that the direction of the radius of curvature of the axis of said spring coincides with the direction offset to said strut.